

DECLARATION OF BENJAMIN HUOT

I, Benjamin Huot, declare under penalty of perjury and pursuant to 28 USC § 1746, as follows:

1. I am an Engineering Manager I (Design Squad Leader), Region 2, Utah Department of Transportation (UDOT). I have worked at UDOT since June 1998, and have been a Design Squad Leader since April 2004.
2. I earned a Bachelor of Science degree in Civil Engineering from Utah State University 1998, and have held a Professional Engineer's License since 2002.
3. I was asked by the Utah Attorney General's Office to prepare a scale schematic drawing showing a loaded heavy haul truck positioned on a road of the size of SR-196 (Skull Valley Road) in Tooele County.
4. The Attorney General's Office provided me with Figure 2.15 from the Final Environmental Impact Statement (FEIS) for the Private Fuel Storage (PFS) facility proposed for the Skull Valley Indian Reservation. This figure shows a schematic drawing including length, width, and height dimensions of the heavy haul truck, and is labeled "Typical heavy-haul tractor/trailer rig used for transporting spent nuclear fuel shipping casks."
5. I instructed members of my staff to use Microstation (Computer Aided Drafting Software) to create a scale drawing of a typical section of SR-196 with the haul truck shown on the roadway.
6. My staff contacted UDOT Region 2 Materials staff and obtained information on the pavement width of SR-196. The information obtained was that the pavement width typically varied from 20 feet to 24 feet and lane width varied from 10 feet to 11 feet with a minimal shoulder.
7. Microstation was then used to develop a typical section and a plan view showing the worst case or minimum values of the roadway to scale. The roadway was dimensioned in the drawing. The haul truck was drawn to scale according to the provided schematic and placed on the roadway. It was assumed that the truck's outside wheel path would be two feet from the edge of pavement. This information was then saved to .pdf format and provided to the Attorney General's Office.

8. In our schematic, we assumed that the heavy haul truck would shy away from the shoulder because there is little or no shoulder width. As shown on pg. 17, Exhibit 2-1. Design Vehicle Dimensions, in the American Association of State Highway and Transportation Officials Policy on Geometric Design of Highways and Streets 2004 (AASHTO Green book, the design manual used by UDOT) the typical width of a semi-truck and trailer is 8.5 feet. The heavy haul tractor/trailer rig shown in PFS's FEIS Figure 2.15 is 12 feet wide.

9. The above-described schematic prepared by my staff is attached to this Declaration.

A handwritten signature in black ink, reading "Benjamin Huot". The signature is fluid and cursive, with the first name "Benjamin" written in a larger, more prominent script than the last name "Huot".

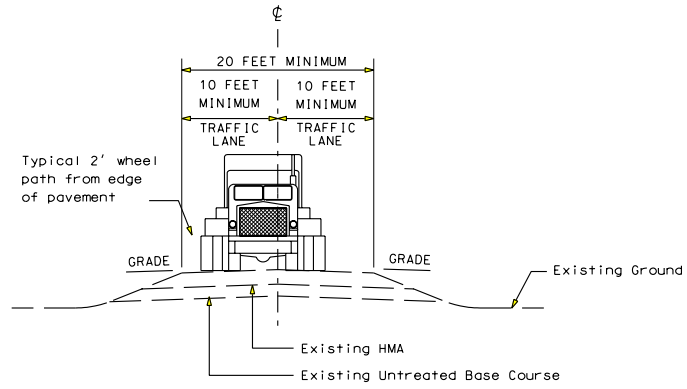
Benjamin Huot
Engineering Manager I, Region 2
Utah Department of Transportation

Dated this 20th day of APRIL, 2006.

NOTE:

① ALL UNITS IN FEET UNLESS OTHERWISE NOTED.

EXISTING TYPICAL SECTION



SR-196

TYPICAL 2-LANE SECTION

